

BookletChart™

Martha's Vineyard – Eastern Part

NOAA Chart 13238

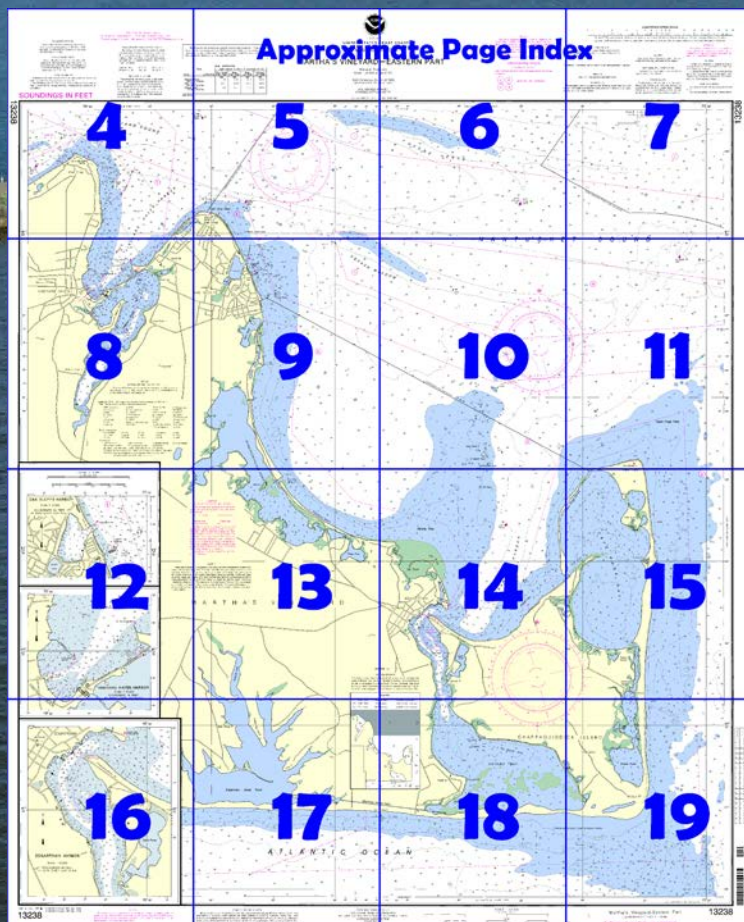


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

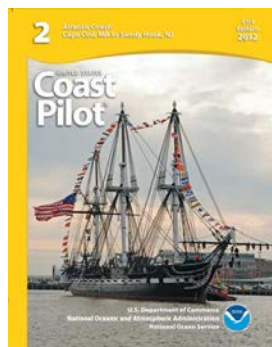
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/ncd/searchbychart.php?chart=13238>.



(Selected Excerpts from Coast Pilot)

Muskeget Channel is an opening 6 miles wide on the south side of Nantucket Sound between Muskeget and Chappaquiddick Islands. The opening is full of shifting shoals. The best water is found close to the eastward of Wasque Shoal and about 1.5 miles eastward of the eastern shore of Chappaquiddick Island. Although this channel is partly buoyed, strangers should never attempt it as tidal currents with velocities of 2 to 5 knots make navigation

dangerous. The currents through the channel are strong, having a velocity of 3.8 knots on the flood and 3.3 knots on the ebb about 1.5 miles east of Wasque Point. The flood sets north-northeastward and

ebbs south-southwestward.

Wasque Shoal extends southward of **Wasque Point**, the southeastern extremity of Chappaquiddick Island. The shoal, which dries about 2 miles south of Wasque Point, rises abruptly from deep Muskeget Channel.

Martha's Vineyard and **Chappaquiddick Island** have a combined length of 18 miles; the two islands are separated by Edgartown Harbor, Katama Bay, and the narrow slough connecting them. The northern extremity of Martha's Vineyard is about 3 miles southeastward of the western end of Cape Cod. Martha's Vineyard is well settled, especially along its northern shore, and is popular as a summer resort. Along the northern shore the island presents a generally rugged appearance. The southern shore is low and fringed with ponds, none of which has navigable outlets to the sea. Approaching from the south, the principal landmarks are a standpipe at Edgartown, an aerolight near the center of the island, a church spire near **Chilmark** in the western part, a tall radar tower north of Chilmark, and Gay Head on the west side.

Cape Poge, the northeastern point of Chappaquiddick Island, is a bare, bluff, precipitous head, which may appear from a distance to be a small island. **Cape Poge Light** (41°25'10"N., 70°27'08"W.), 65 feet above the water, is shown from a white conical tower on the cape.

Cape Poge Flats, extending about 1.5 miles northeastward from Cape Poge, are marked at the northeast end by a bell buoy. The southerly edge of the white sector of West Chop Light is about 0.9 mile north of the buoy. Shoal water extends about 0.4 mile offshore westward and northwestward of Cape Poge. A buoy, 1 mile west-northwestward of Cape Poge Light, marks the western side of the shoal water.

Cape Poge Bay, a lagoon of considerable size in the northern part of Chappaquiddick Island, is entered from Edgartown Harbor. The unmarked entrance is used mostly by local pleasure and fishing craft. In 1981, it was reported that 4 feet could be carried through the entrance channel with local knowledge.

Anchorage.—Anchorage with good shelter from easterly gales is found westward of Cape Poge on the eastern side of the outer harbor. In westerly and southerly gales vessels find shelter in the southern end of the outer harbor about 0.4 mile eastward or east-southeastward from Edgartown Harbor Light. In northerly or northeasterly gales vessels usually go to Woods Hole or Tarpaulin Cove for sheltered anchorage. Vessels should not anchor in the channel abreast the town where the bottom is hard sand, the channel narrow, and tidal currents strong. Southeast of the town, anchorage may be found south of Middle Ground in depths of 24 to 30 feet, sticky bottom. Small craft usually anchor in the **special anchorage** in the vicinity of Middle Ground. (See **110.1** and **110.38**, chapter 2, for limits and regulations.)

Dangers.—On the western side of the outer harbor is a shoal area extending 2.8 miles northward of Edgartown Harbor Light. A bell buoy marks the northern edge of the shoal; vessels entering or leaving the harbor pass eastward of this buoy. The depths over the remainder of the shoal are irregular, and there are a rock awash and several rocks covered 3 to 5 feet. Strangers should never attempt to pass across this shoal. The channel into Edgartown Harbor is marked by a lighted buoy and unlighted buoys.

Sturgeon Flats, covered 2 to 18 feet, extend about 600 yards off the southeastern shore of the outer harbor between the narrow entrance to Cape Poge Bay and the entrance to the inner harbor. In 2004, an obstruction covered 19 feet was reported in about 41°23'31"N., 70°29'27"W.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



Mercator Projection
Scale 1:20,000 at Lat 41°25'

North American Datum of 1983
(World Geodetic System of 1984)

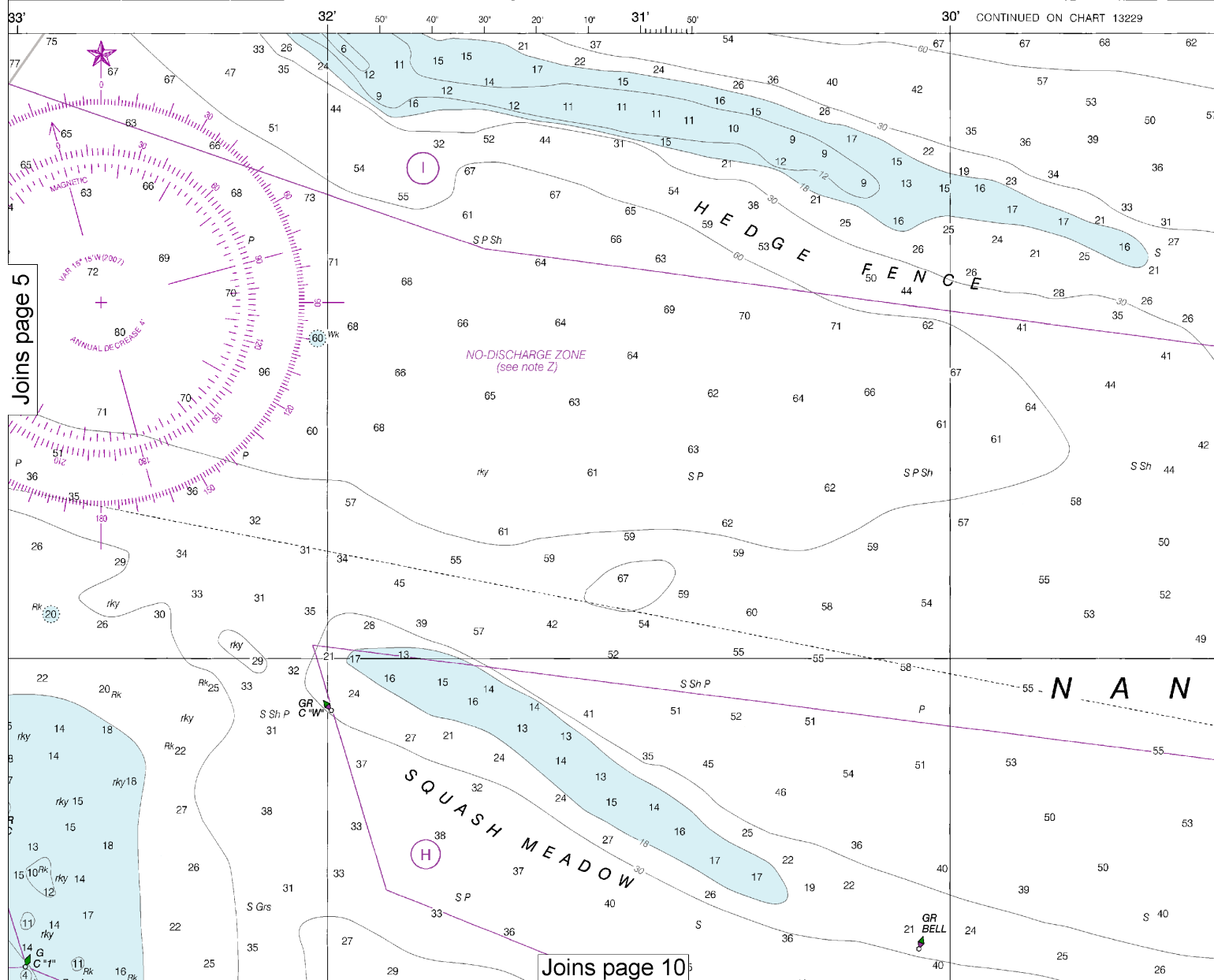
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Formerly C&GS 261, 1st Ed., Jul. 1963 KAPP 2102

Navigation re
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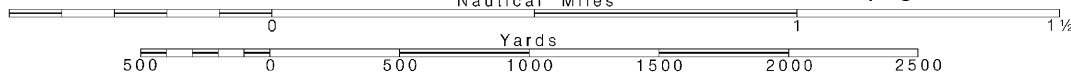
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Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

NOTE A
 Regulations are published in Chapter 2, U.S. Additions or revisions to Chapter 2 are published to Mariners. Information concerning may be obtained at the Office of the Com-ast Guard District in Boston, MA or at the District Engineer, Corps of Engineers in

ANCHORAGE AREAS
 110.140 (see note A)
 Regulations of anchorage areas are shown

GENERAL ANCHORAGES

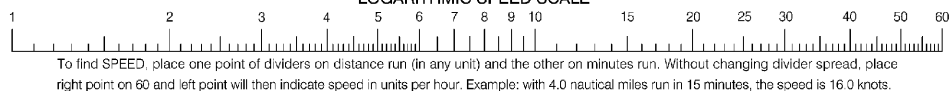
AIDS TO NAVIGATION
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
 Heights in feet above Mean High Water.

AUTHORITIES
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

LOGARITHMIC SPEED SCALE



CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

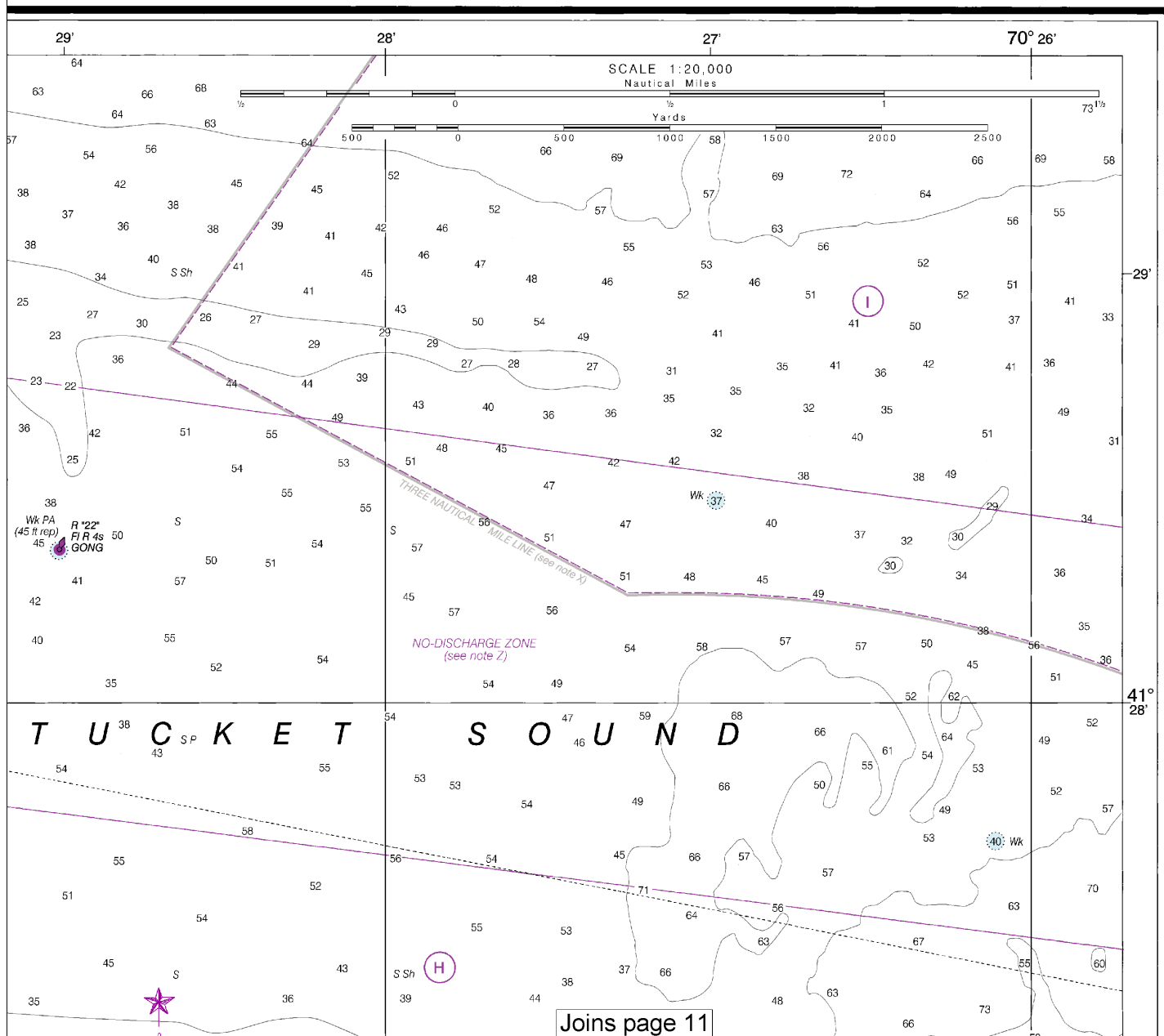
SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 2 for important supplemental information.

RACING BUOYS
 Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

WARNING
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

FISH TRAP AREAS
 Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

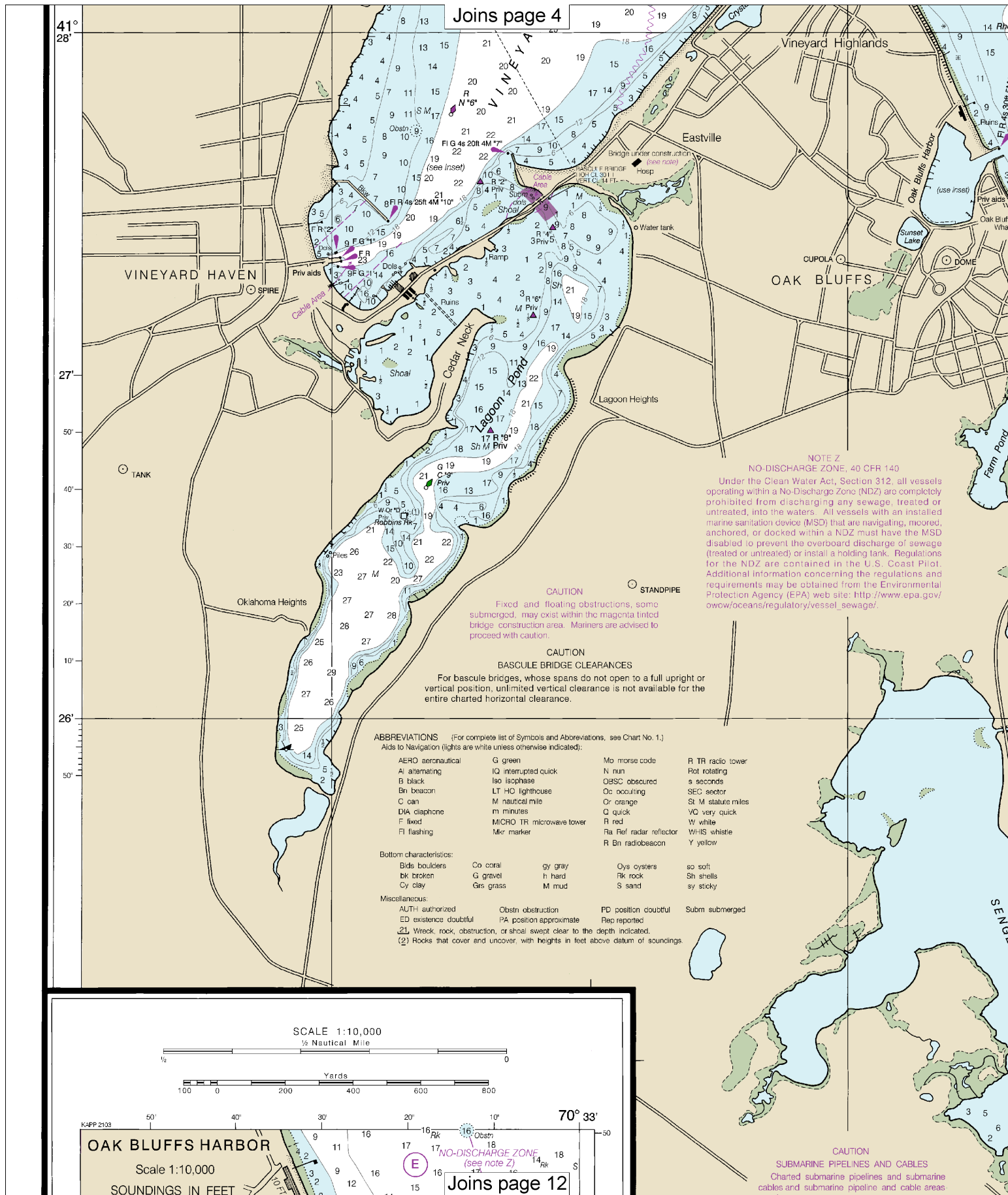


Joins page 11

Last Correction: 2/12/2016. Cleared through:
 LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

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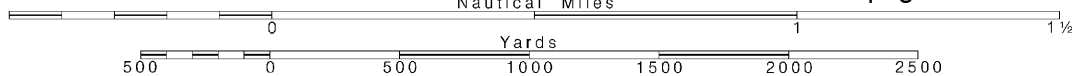


Note: Chart grid lines are aligned with true north.

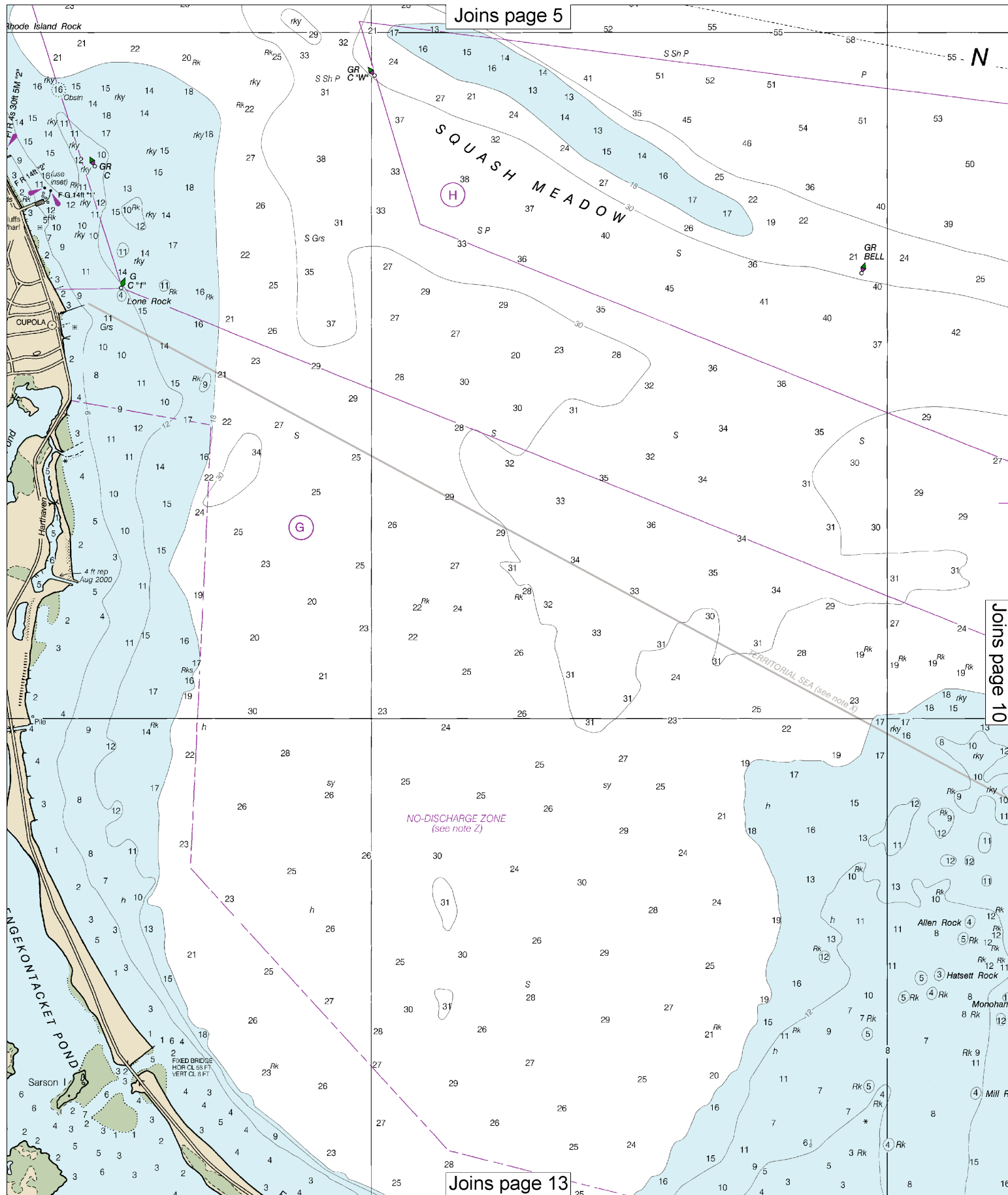
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SCALE 1:20,000
Nautical Miles

See Note on page 5.

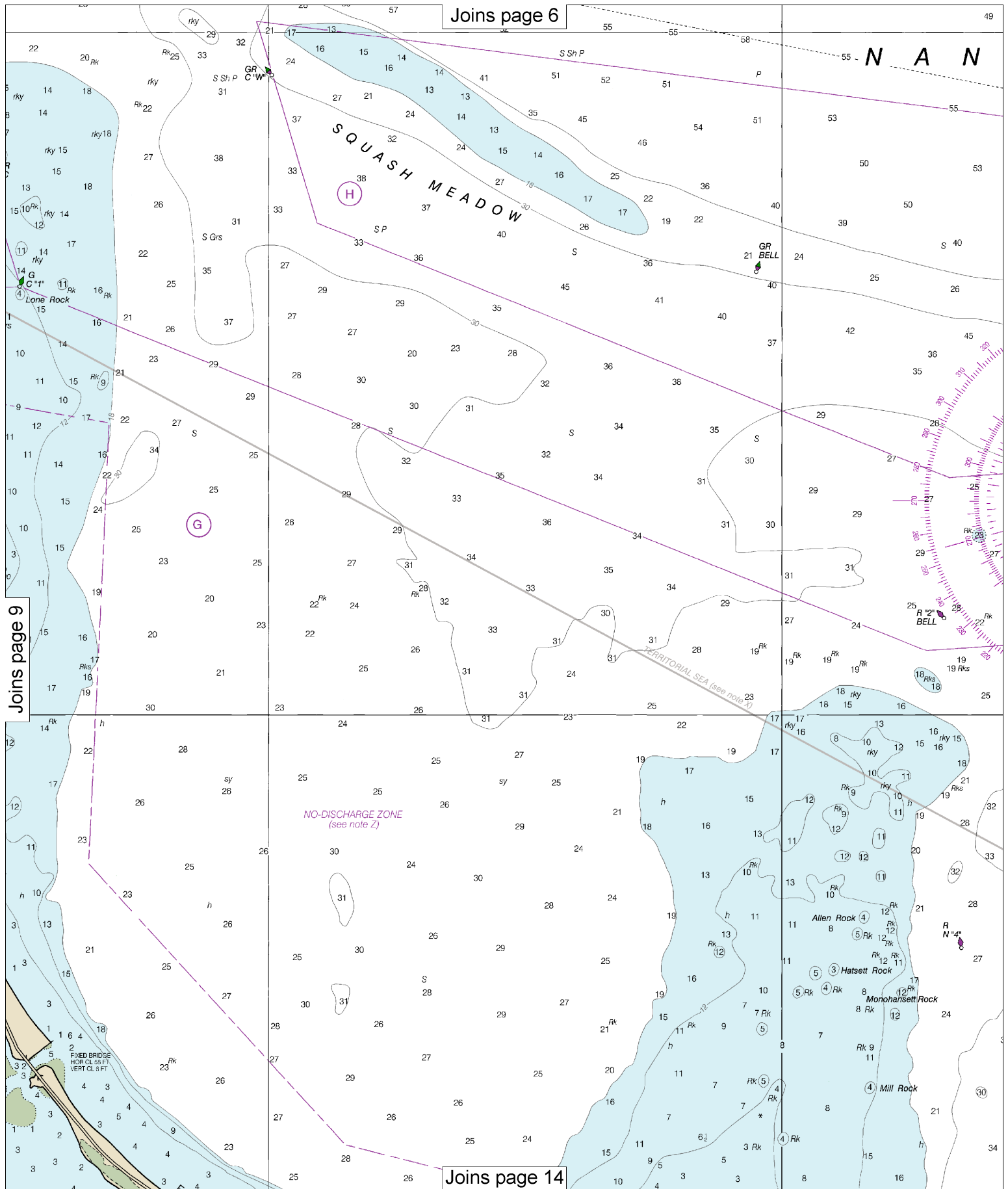


Joins page 5



Joins page 10

Joins page 13



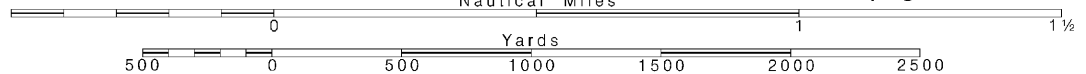
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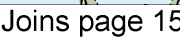
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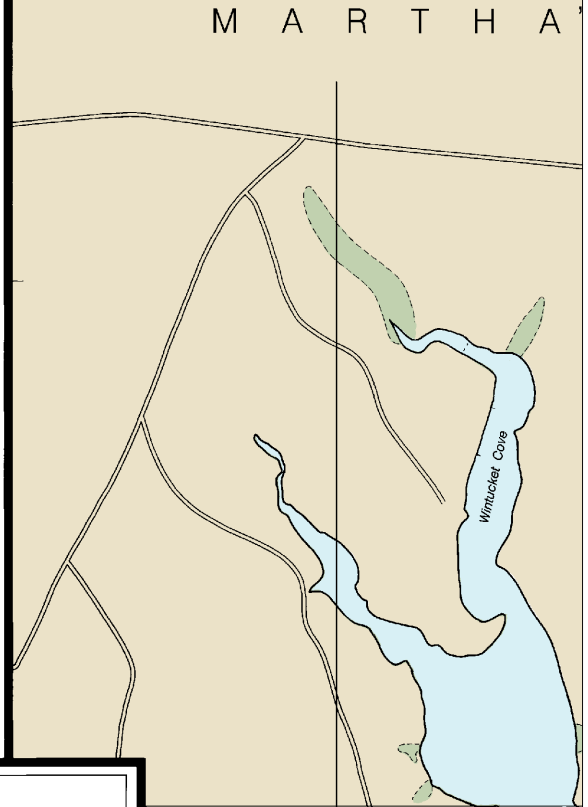
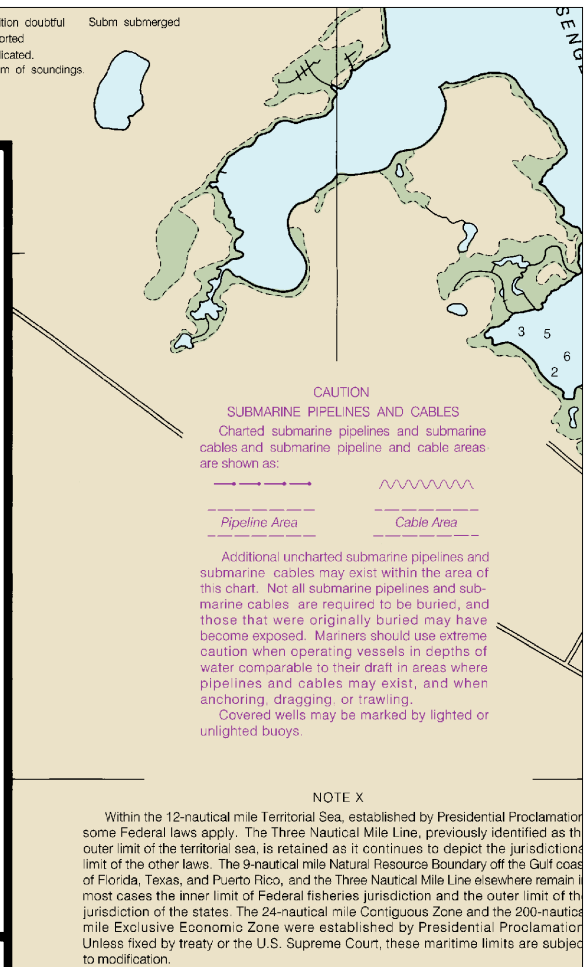
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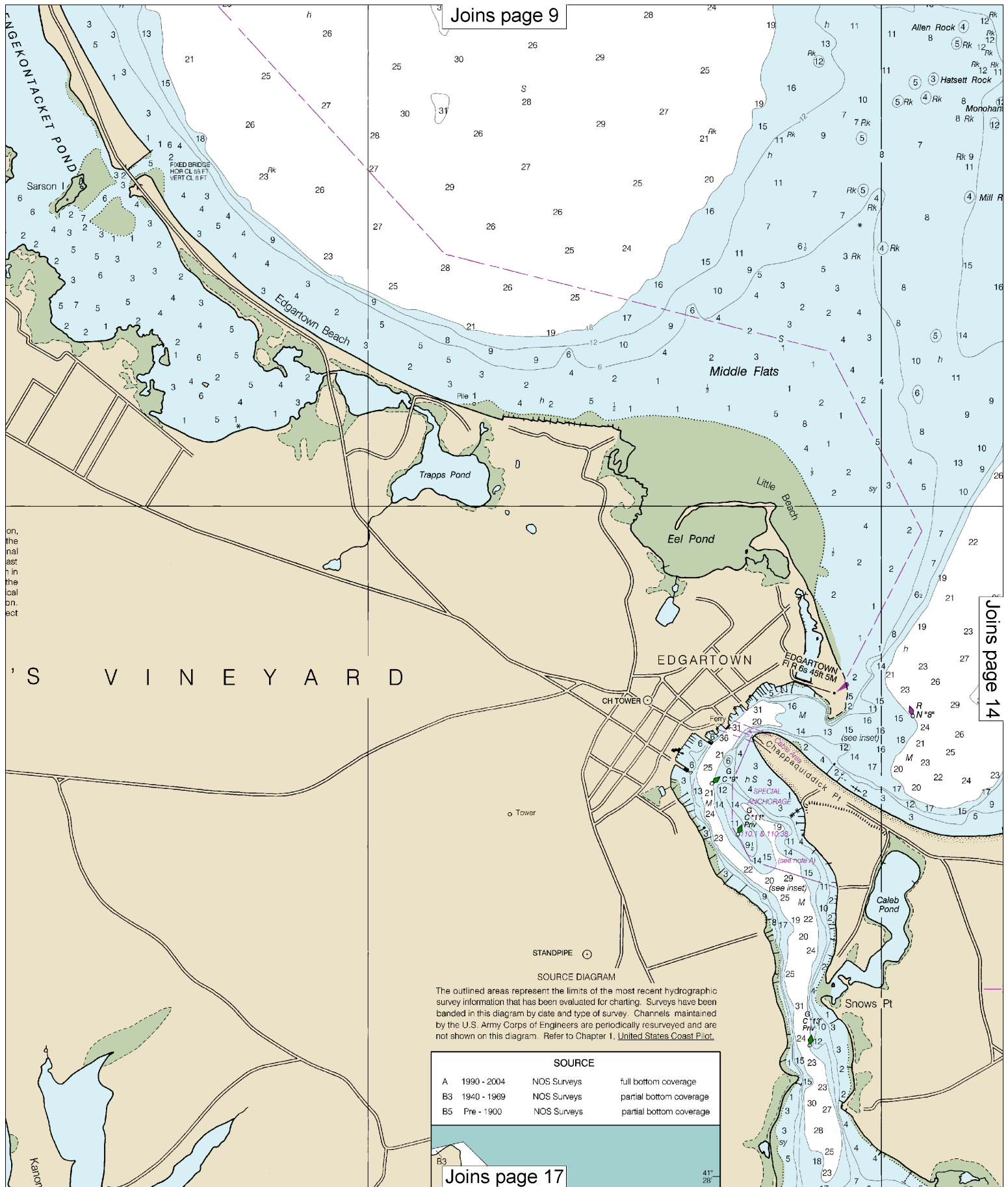
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See Note on page 5.









Joins page 9

Joins page 14

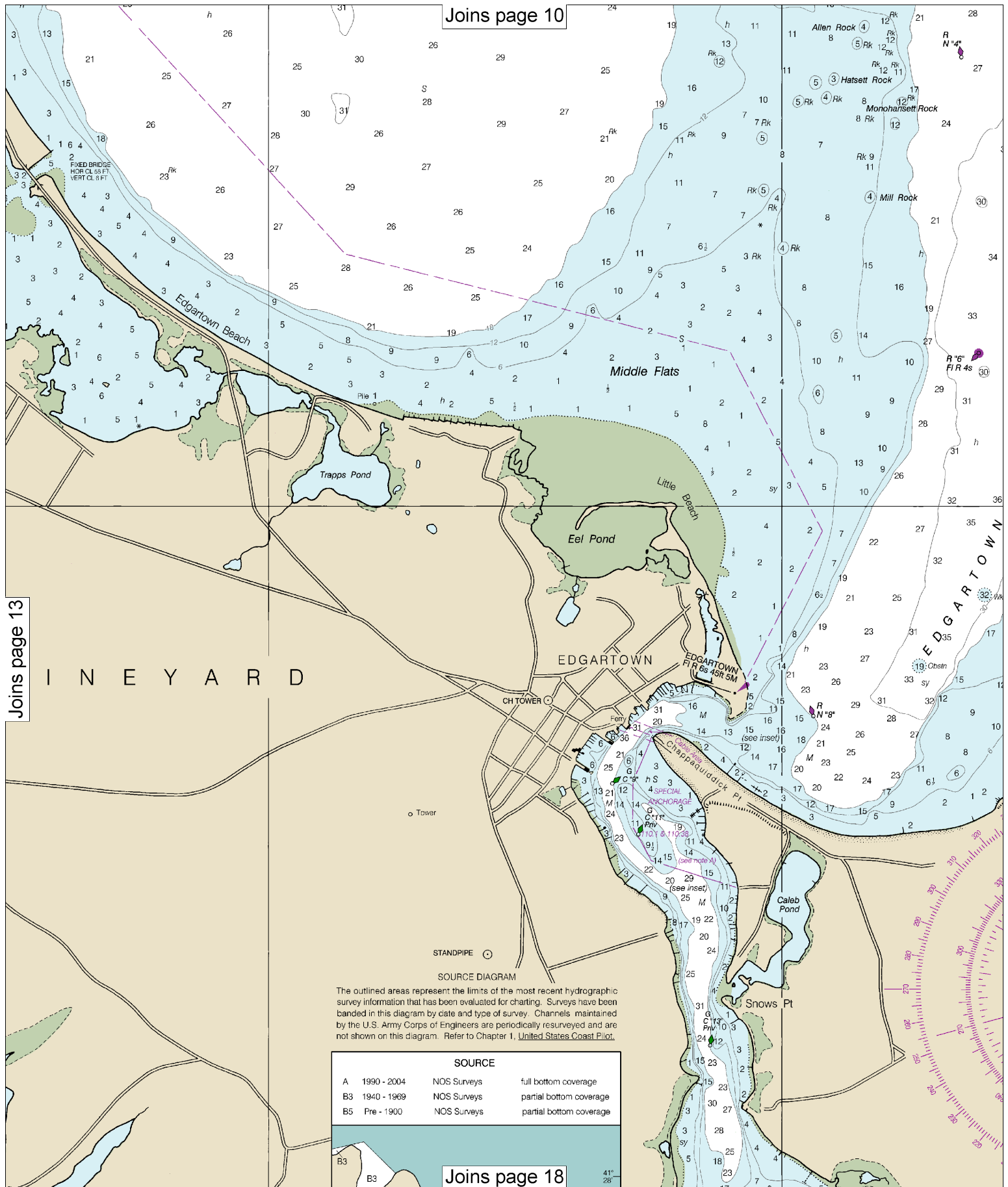
Joins page 17

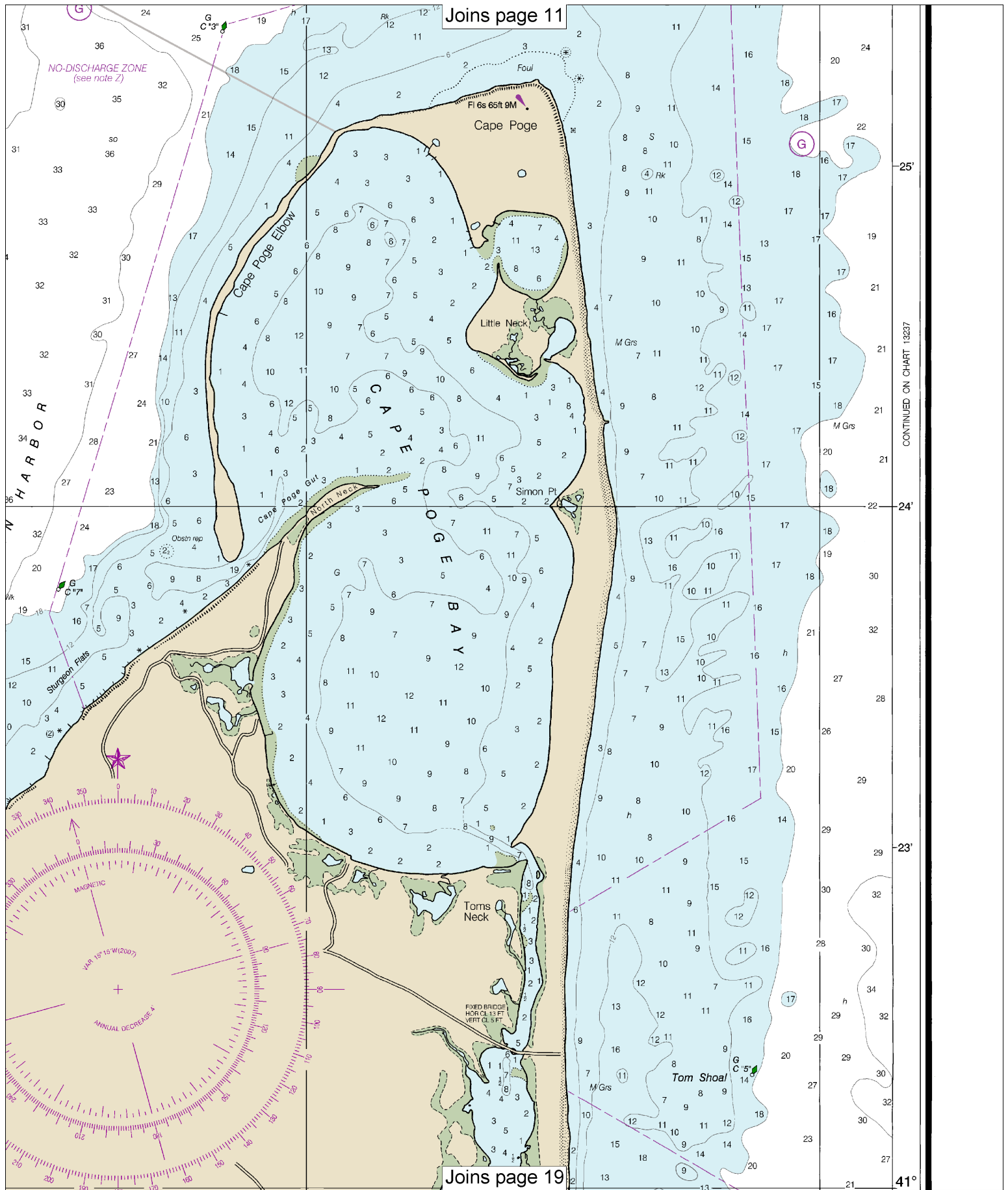
SOURCE DIAGRAM

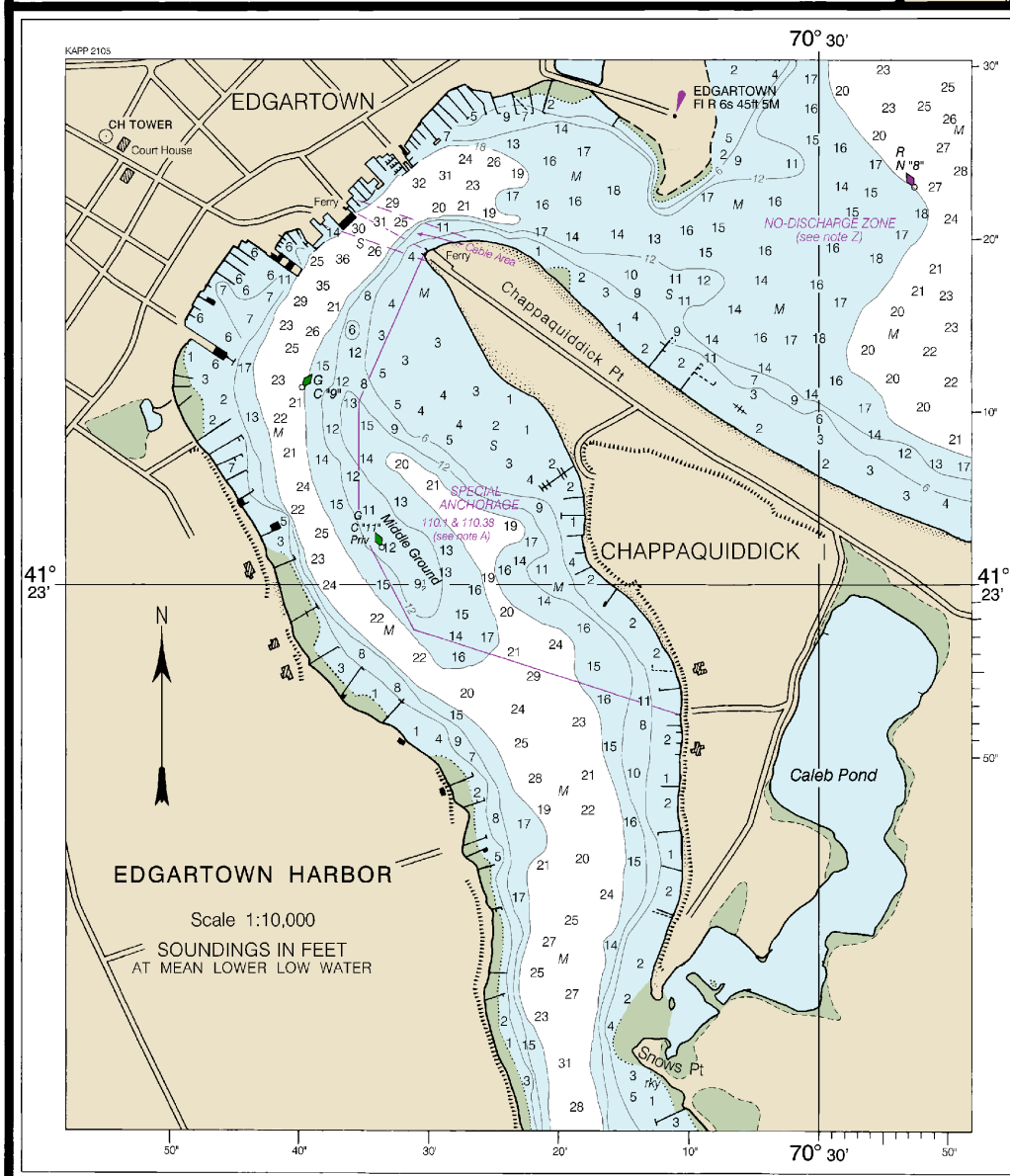
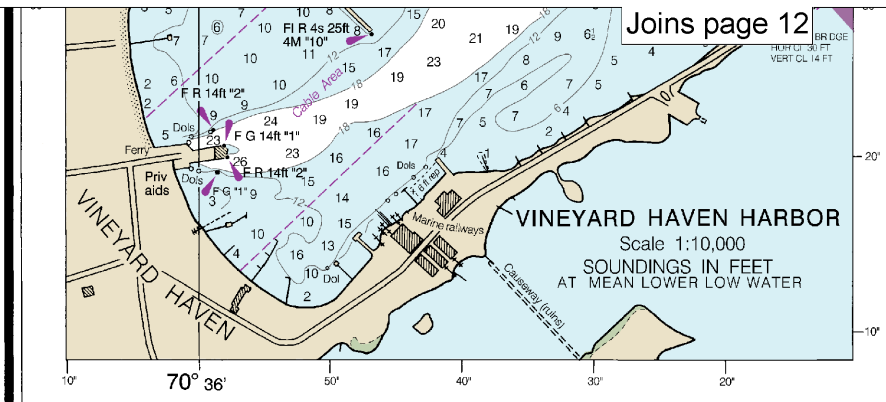
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990 - 2004	NOS Surveys	full bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B5	Pre - 1900	NOS Surveys	partial bottom coverage







16th Ed., Aug. / 07

13238

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 2/12/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

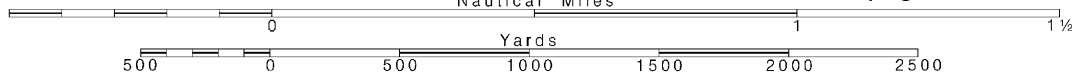
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Note: Chart grid lines are aligned with true north.

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SCALE 1:20,000
Nautical Miles

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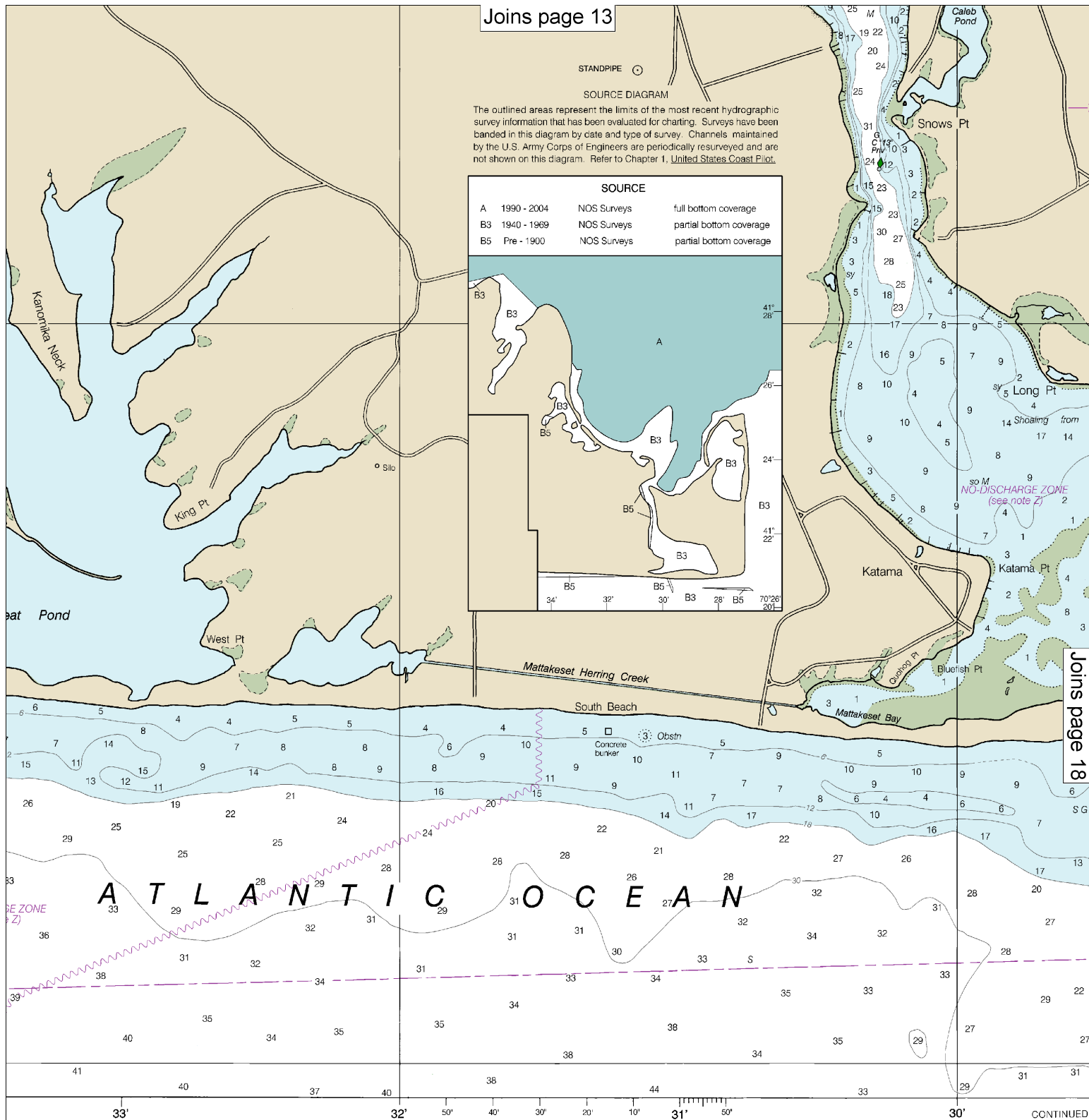
STANDPIPE

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



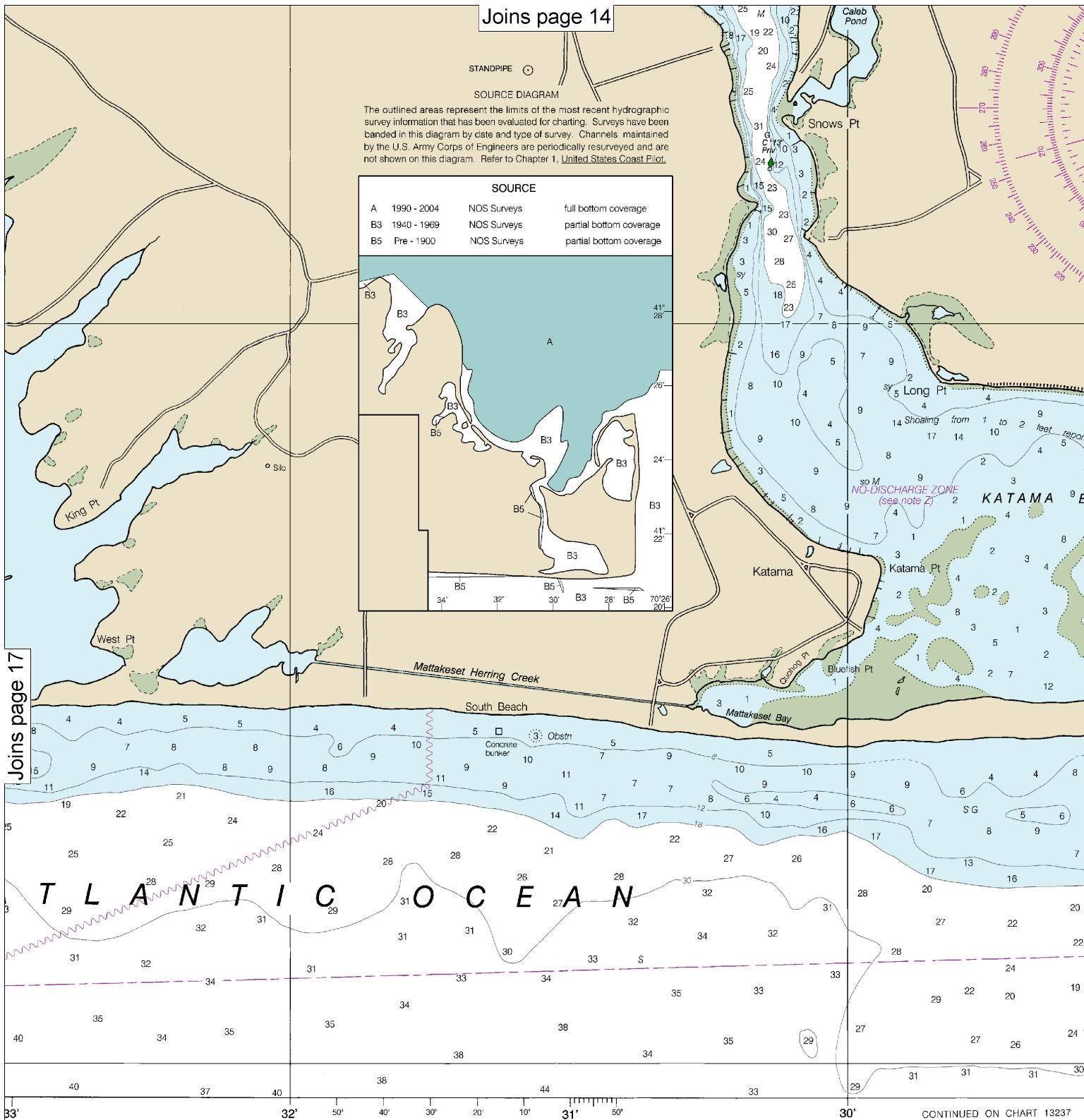
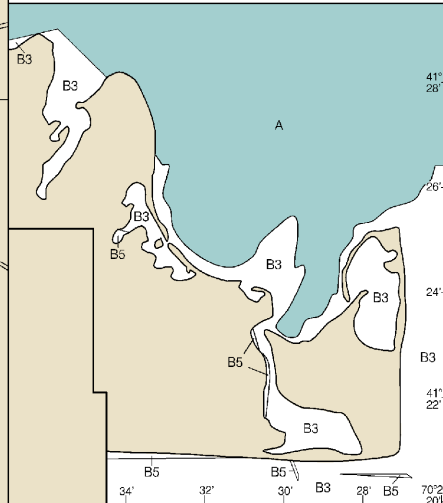
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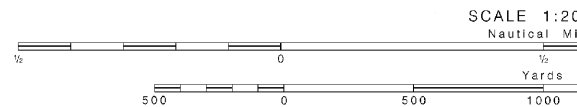
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NATIONAL OCEAN SERVICE
COAST SURVEY

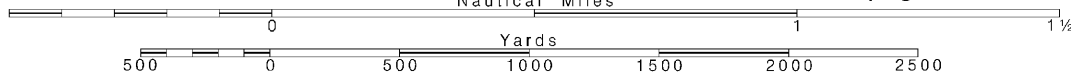


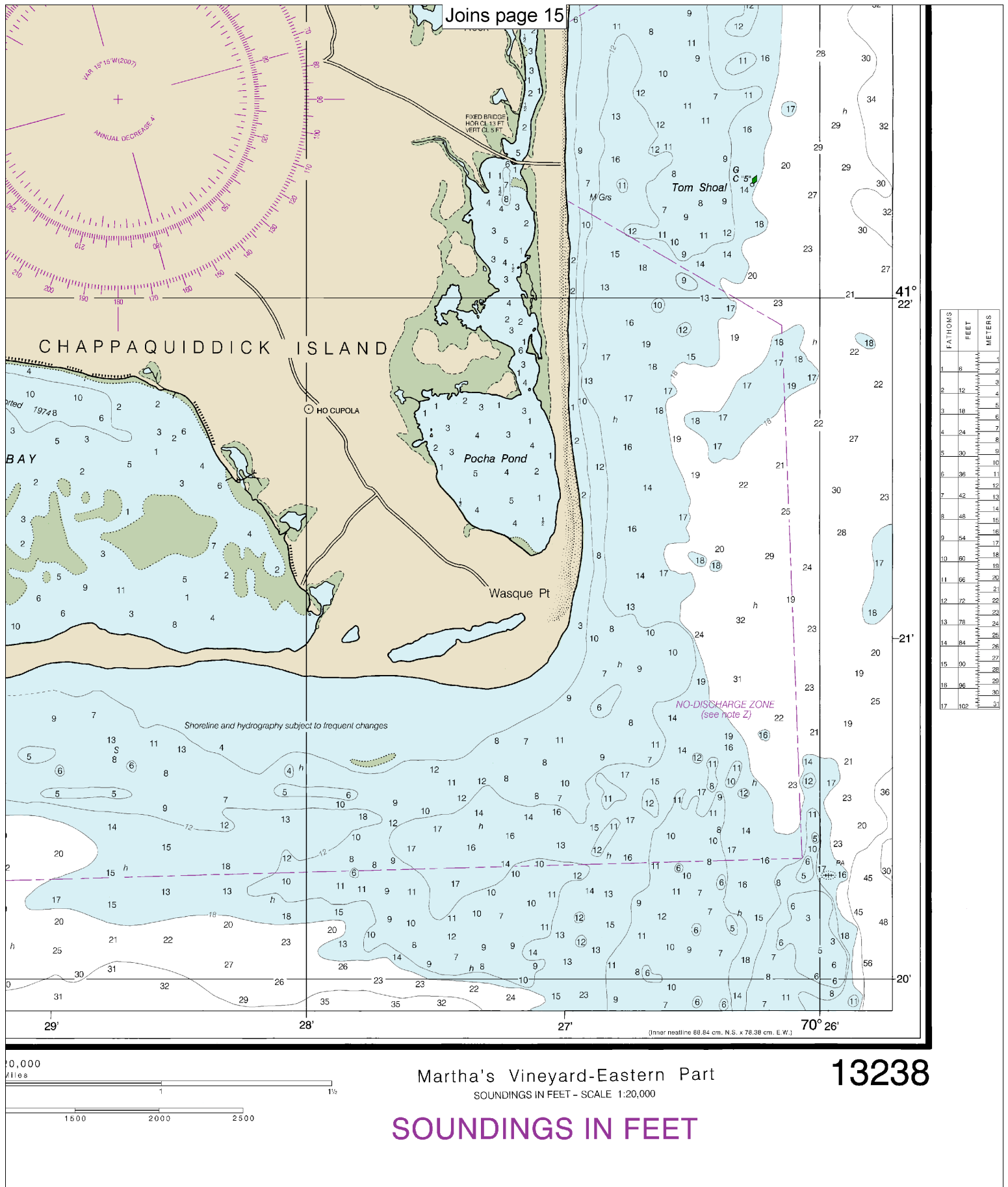
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.







VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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